

**Addendum:
response to
Hillingdon and
GLA comments**



Urban Design Comments, Addendum UD6B: Proposed parking strategy for Courtyard

A external platform lift will provided to allow level access from the front podium to the internal courtyard garden.

The site has six number of approved (5 no areas) and proposed (1 no area) blue badge parking areas for cars that may be used by wheelchair and ambulant disabled users. The overall site site plan shows that these spaces are well distributed throughout the site.






In addition we have indicated possible routes for vistors from HPN, HPC and HPS can vist the Hayes Park West.

We propose an external lift for wheelchair and ambulant disabled users that connects the Ground level podium to the lower ground floor and rear courtyard.

Proposed external lift
Accessible drop off area



Proposed overall Hayes Park estate plan, with Hayes Park West, North (HPN), Central (HPC) and South (HPS) shown.

-  Wheelchair Ambulant disabled route to HPN
-  Wheelchair Ambulant disabled route to HPC
-  Wheelchair Ambulant disabled route to HPS
-  Parking spaces (approved and proposed)
-  Proposed External lift






Proposed overall external lift connecting the ground floor podium to the lower ground parking and courtyard.

Urban Design Comments, Addendum UD6B: Proposed parking strategy for Courtyard

A external platform lift will provided to allow level access from the front podium to the internal courtyard garden.

Wheelchair and ambulant disabled users can call the lift at the ground floor podium and travel to the lower ground floor and access the rear courtyard via the car park. Similarly the lift can be taken from the lower ground floor (where the car park is located) up to the podium level.

The lift shall be Approved Document Part M (ADM) compliant a minimum plan area of 1100mm by 1400mm. All the controls shall be compliant with ADM.

-  Wheelchair Ambulant disabled route
-  Fob access
-  Proposed External lift

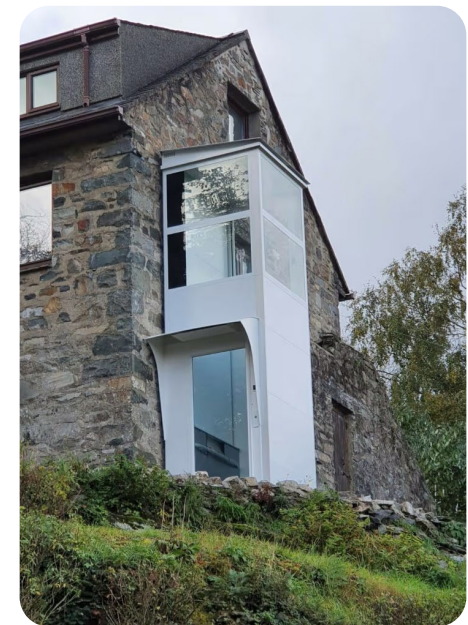


Proposed Ground floor plan showing wheelchair / ambulant disabled user access to the external platform lift

Pick up at podium or continue journey on the pavement to Hayes Park, South, Central or North



Proposed platform lift, simple discreet design with rain protection to the access level, proposed colour is green



Proposed platform lift, design allows for direct entry and exit at 90 degrees, similar to the situation at Hayes Park West

Urban Design Comments, Addendum UD6B: Proposed parking strategy for Courtyard Access



Proposed Lower ground floor plan showing wheelchair / ambulant disabled user access to the external platform lift and the courtyard



Proposed glass envelope to external lift to provide additional safety and security. Modular system allowing for site adjustment as necessary.



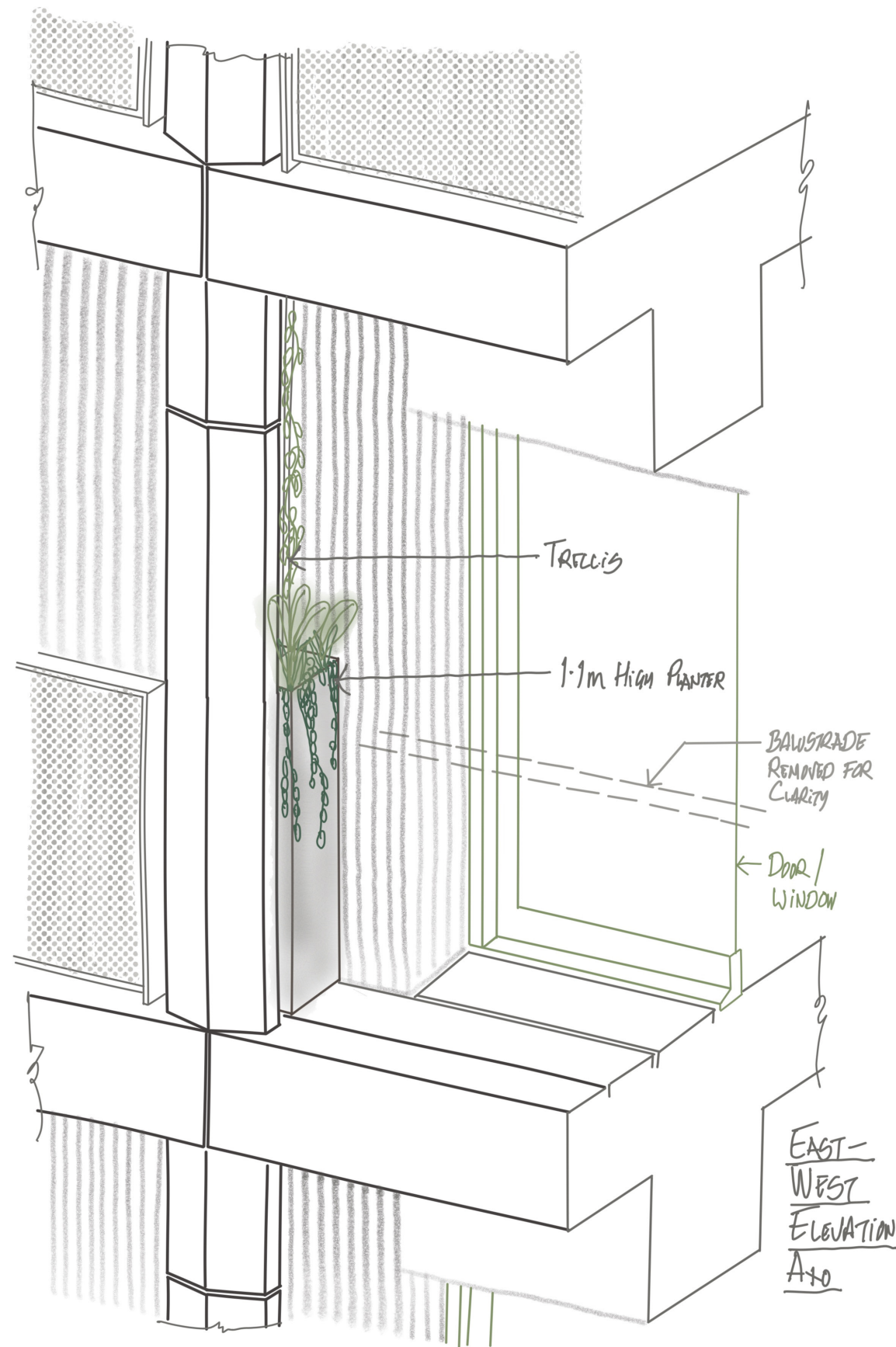
Proposed platform lift, with glazed doors to the north and east side. Note the simple glass envelope to provide additional safety and security. We would propose me@capitalandcentric.com green panels to match car park cladding.

Urban Design Comments, Addendum, UD6H: Balcony Privacy Screen

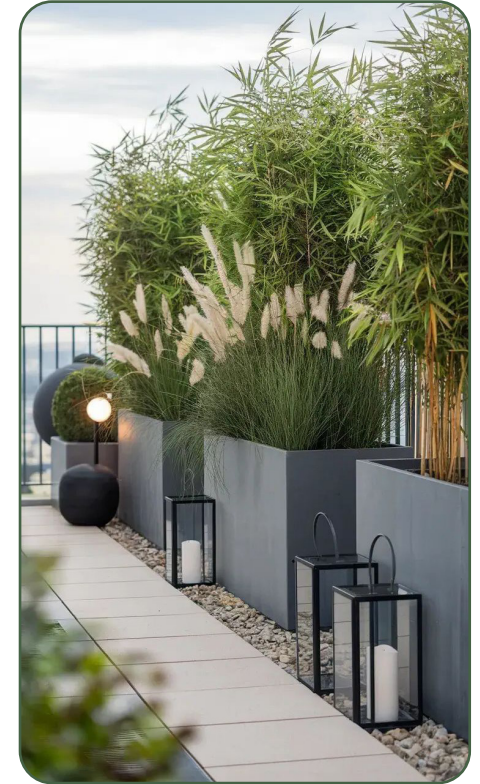
Privacy is important to foster a community. Our proposal seeks to ensure privacy and interaction, using nature and planting.

To provide a robust privacy screening we propose a solid planter that can be shared with a neighbour. To the East and West elevations, the planter is 1.1m high to tie in with the balustrade datum. In addition a shared trellis is shown at the back of the planter. The trellis is made from metal wires that span from the planter to the soffit. It allows the residents to grow their own climbing plants, that be nurtured individually or between neighbours. The density of the trellis can be increased in dialogue with your neighbour.

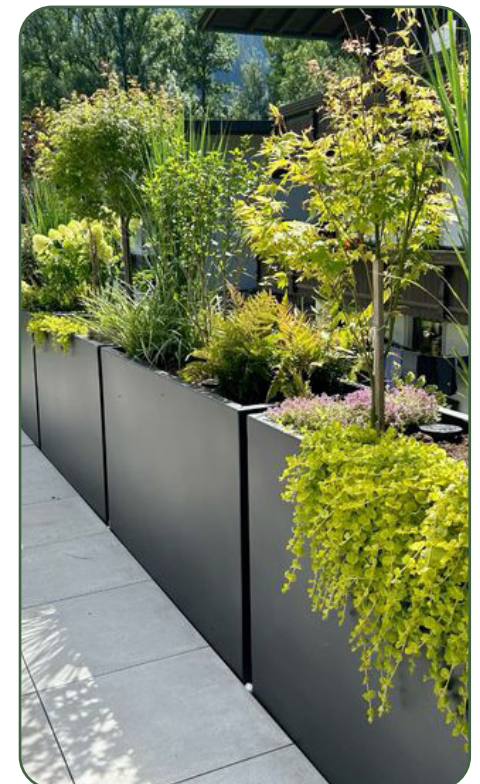
A solid privacy screen would detract from the overall design that is focused on community and openness.



Axo view to the East / West facade showing the proposed planter



Example of planter circa 1.1m high



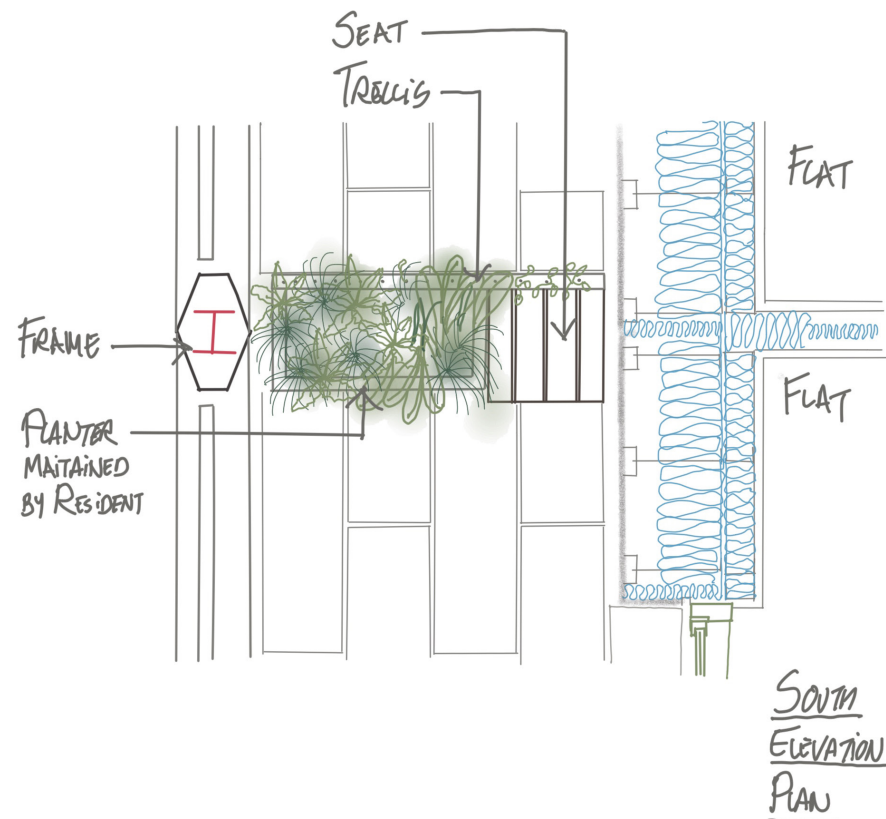
Example of planter circa 1.1m high

Urban Design Comments, Addendum, UD6G: Balcony Privacy Screen

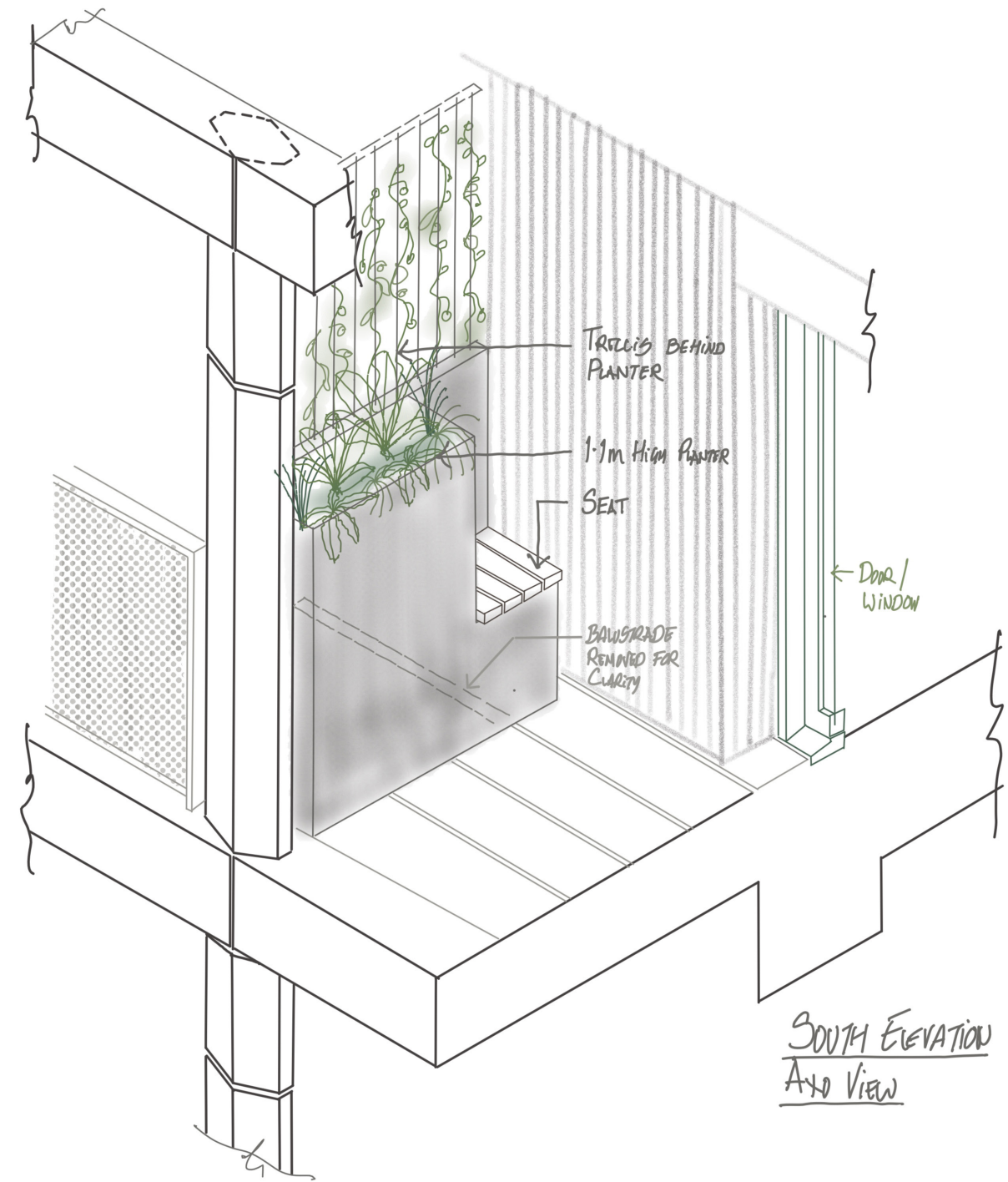
Privacy is important to foster a community. Our proposal seeks to ensure privacy and interaction, using nature and planting.

To the south elevation, the 1.1m high planter is lengthened and includes a bench. The wider planter gives more options to explore new planting. A bench nearby the elevation provides an opportunity to rest and enjoy the wider terrace. The planter is maintained by the resident on the lower side, next to their seat. Using this arrangement there will be at least one planter for each flat.

A metal trellis with vertical wires is located at the back of the planter and seat to provide a robust but transparent screening. A shared trellis is shown that can be grown individually or between neighbours. The density of the trellis can be increased in dialogue with your neighbour.



Example of zinc planter, planting and timber seat



Plan and Axo view to the South Elevation showing the proposed planter






Urban Design Comments, Addendum, UD6K: Proposed vehicular main access strategy with managed delivery

The proposed access strategy looks to reuse the existing access points and estate road.

The buildings and parking on Site will be accessed via the existing estate loop road. This is either entered from Park Lane to the east, or Hayes End Road to the west. Both routes connect to Uxbridge Road, which runs to the south.

Each vehicular entry point will be gated, with residents only access controlled by fobs.

There is an opportunity to reuse the existing main gate entrance building as a concierge. This will form part of a wider management strategy for the whole estate. Deliveries to the site will be dropped off at the Main Gate Buildings on Park Lane Road, and Hayes End Road. These Buildings will be occupied during standard working hours.

-  Vehicular route
-  Vehicular route (cars under-croft only)
-  Security Buildings
-  Security gates
-  Redline

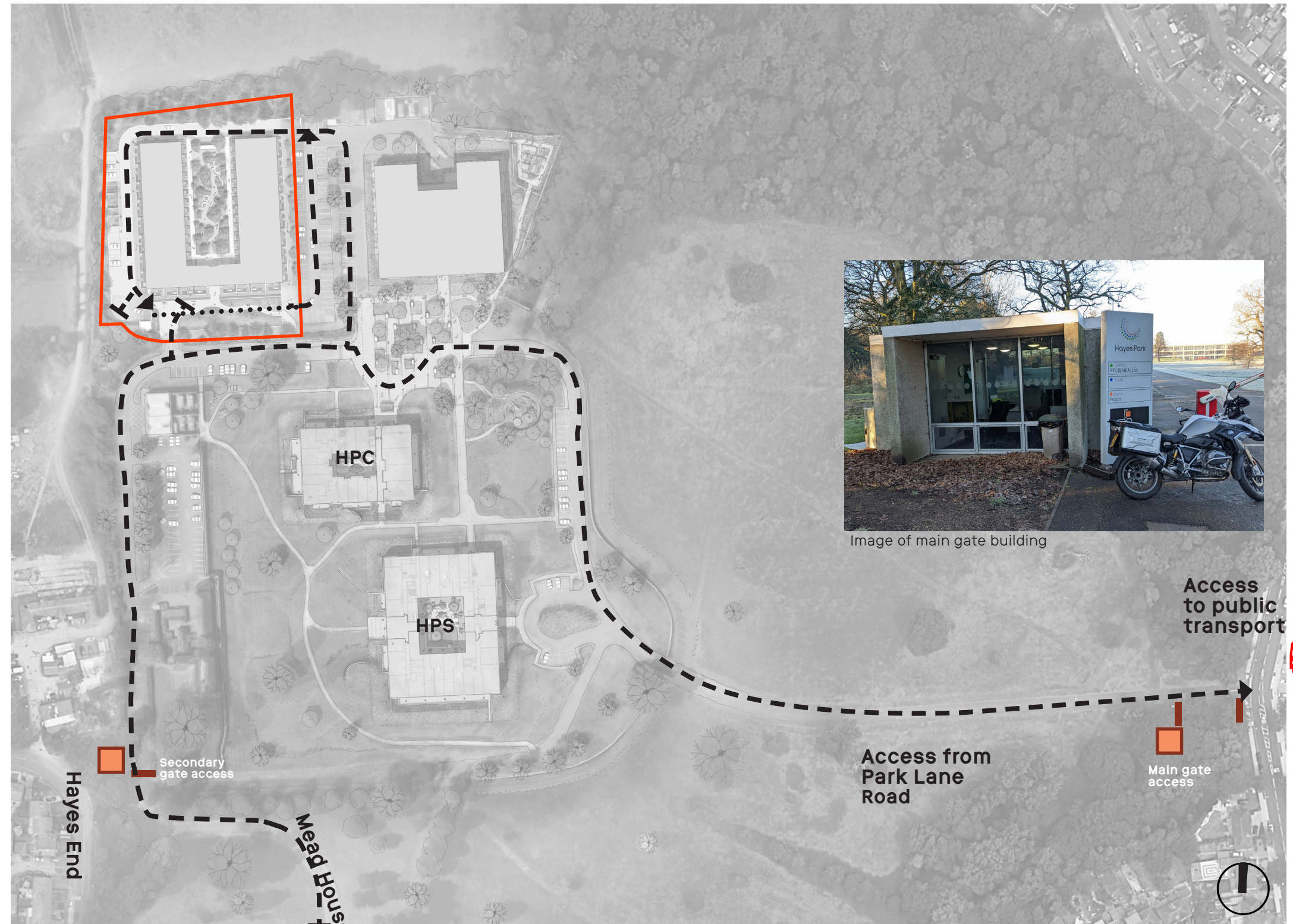


Diagram showing the proposed vehicular access around the Site

Urban Design Comments, Addendum, UD6L: Ancillary Amenity

This space is for the residents to share. The space can be used flexibly, to cater for all residents and to sustain Hayes Park West community

The space is integral to our design and has been shown in our original renderings with a children's party spilling over to the communal courtyard. In addition, we foresee that the space could be used for: community / residents meetings, ping pong, yoga, indoor play, cinema, and gaming. We estimate the following potential occupancy within the ancillary space:

- A standing event 0.5m² at 40sqm = 80 people
- A party (sitting and standing) 1sqm at 40sqm = 40 people

The space may also be rented out for private hire to benefit the residents.

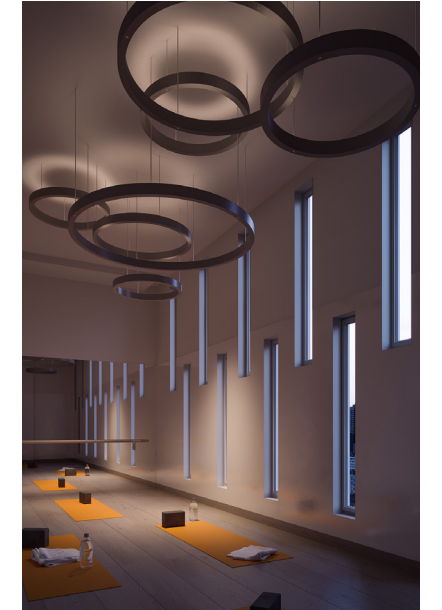
An Approved Document Part M WC can be provided as well as a store and a small kitchenette to support these activities.



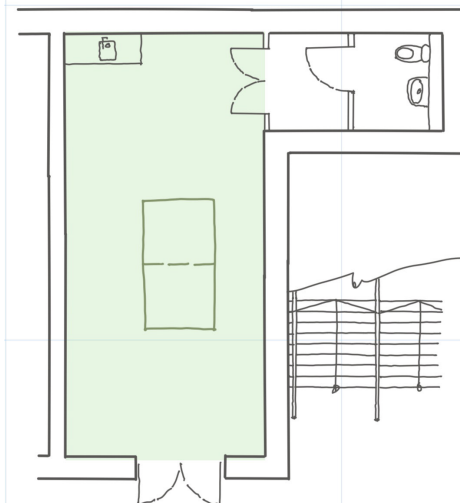
Illustrative external view of the Ancillary Amenity from within the courtyard with a children's party spilling over



Children's party use

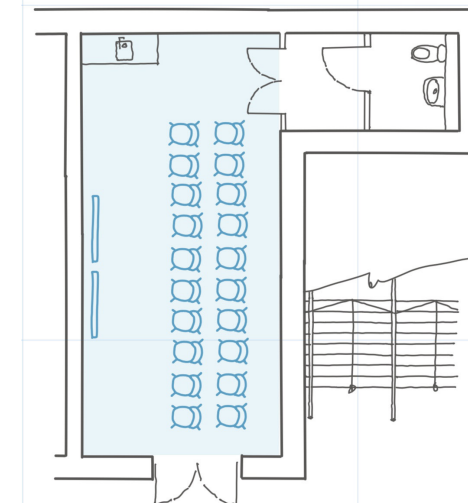


Yoga / wellbeing use



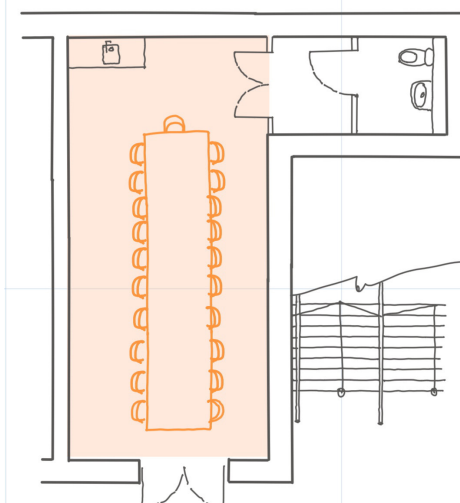
Ancillary use 1:

Ping pong, possible to fit another table, note the store and W/C and kitchenette shown



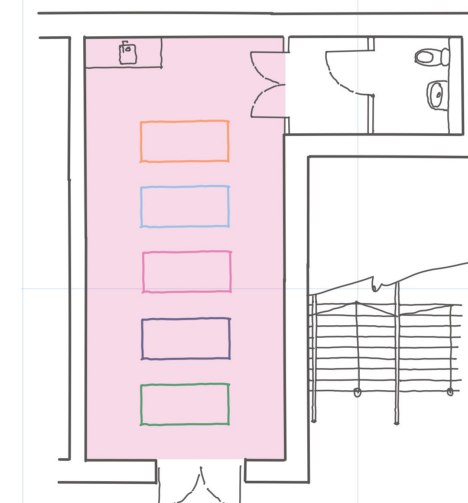
Ancillary use 2:

Residents meeting, a sports game on TV, note the store and W/C and kitchenette shown



Ancillary use 3:

A children's party, it can spill out to the courtyard, in car free landscape, note the store and W/C and kitchenette shown



Ancillary use 4:




Yoga or well being shared activity for residents, note the store and W/C and kitchenette shown

GLA Comments item 42, Addendum: Main Pedestrian routes through the site

The site is not dominated by cars, there are many pedestrian routes beside the road or within the Pastoral Parkland landscape.

The pedestrian routes beside the road offer an open aspect to the Pastoral Parkland. The car speeds will be curtailed by the narrow carrageway and the frequent turns. Shared surfaces will reduce the car speeds through the site. Towards the north the cars will enter the car park.

Within the wider site boundary of Hayes Park South Central and North there are opportunities to engage directly with the existing Parkland (with some established routes) or new routes with the Pastoral Parkland.

-  Pedestrian route through the site, using pavements or shared surfaces beside the road
-  Pedestrian route to each block, removed from the road.
-  Main square acts as a pin-wheel meeting space for all residents focused on pedestrian interaction

Main square meeting area for pedestrians

Proposed route through the site



Render plan showing the key pedestrian routes wider estate

GLA Comments item 42, Addendum: Main Pedestrian routes through the site

Render and sketch views for Pedestrian walking through Hayes Park Pastoral Parkland landscape.



Render view showing the pedestrian route on the site looking west



Sketch view of the main square looking south, showing the pedestrian priority with the site



Render view showing the pedestrian route on the site looking north towards Hayes Park West



Sketch view of Hayes Park West looking west, with pedestrians with the new landscape

Cycle provision

GLA Comments item 43, Addendum: Cycle Provision reviewed

The central cycle store is proposed within the lowered ground floor adjacent to the carpark.

The cycle store to HPW is accessed via the central courtyard externally or via the car park. In addition there is an external exit /access door to the eastern facade. The centralised store will be bright and welcoming.

A bike ramp will also be provided on one side of the central stair leading down from the podium level.

The short stay spaces are located with the landscape as shown on the plans.

HPW Long stay:

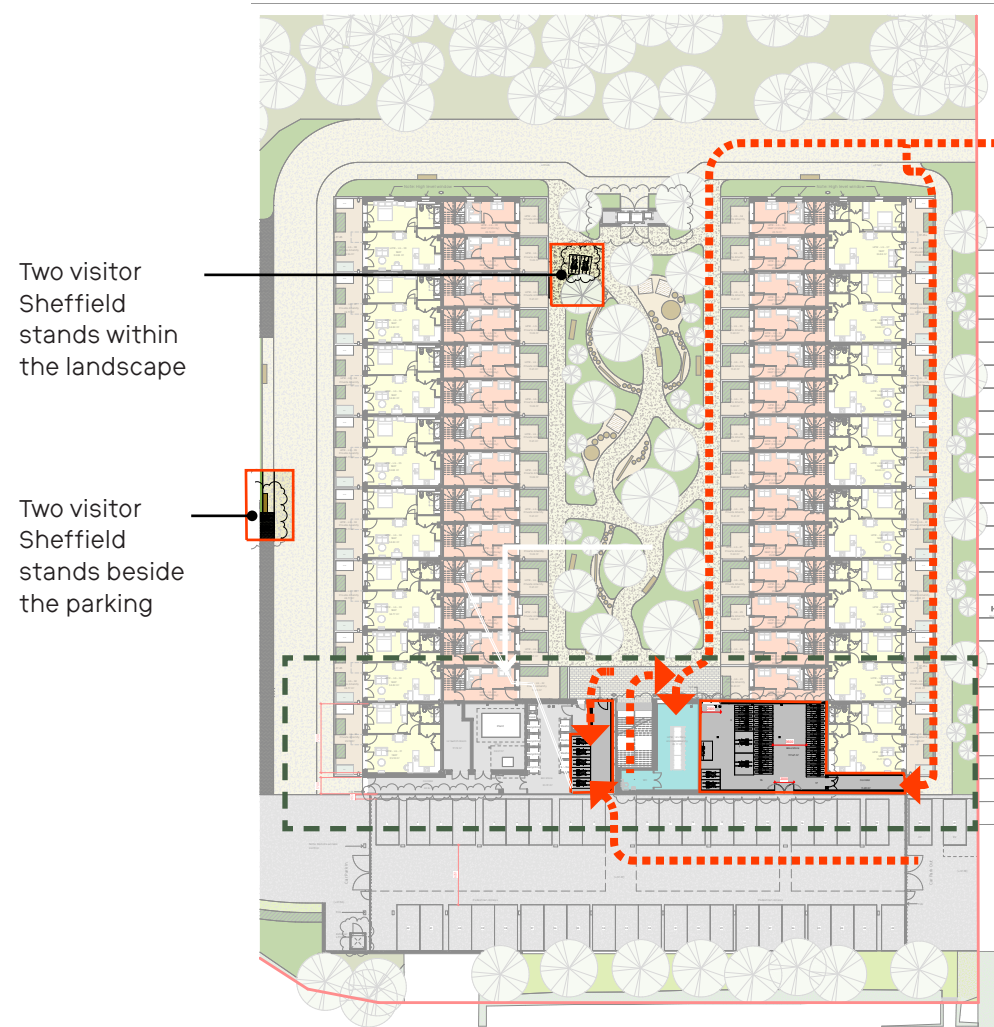
- 7 x Sheffield Stands – 14 spaces/cycles (5 covered beside the stair, 2 in cycle store) (14.4%)
- 3 x Enlarged Sheffield Stands – 5 spaces/cycles (within cycle store) (5%)
- 39 x Double Stackers (within cycle store) – 78 spaces (80.6%)

HPW Short stay:

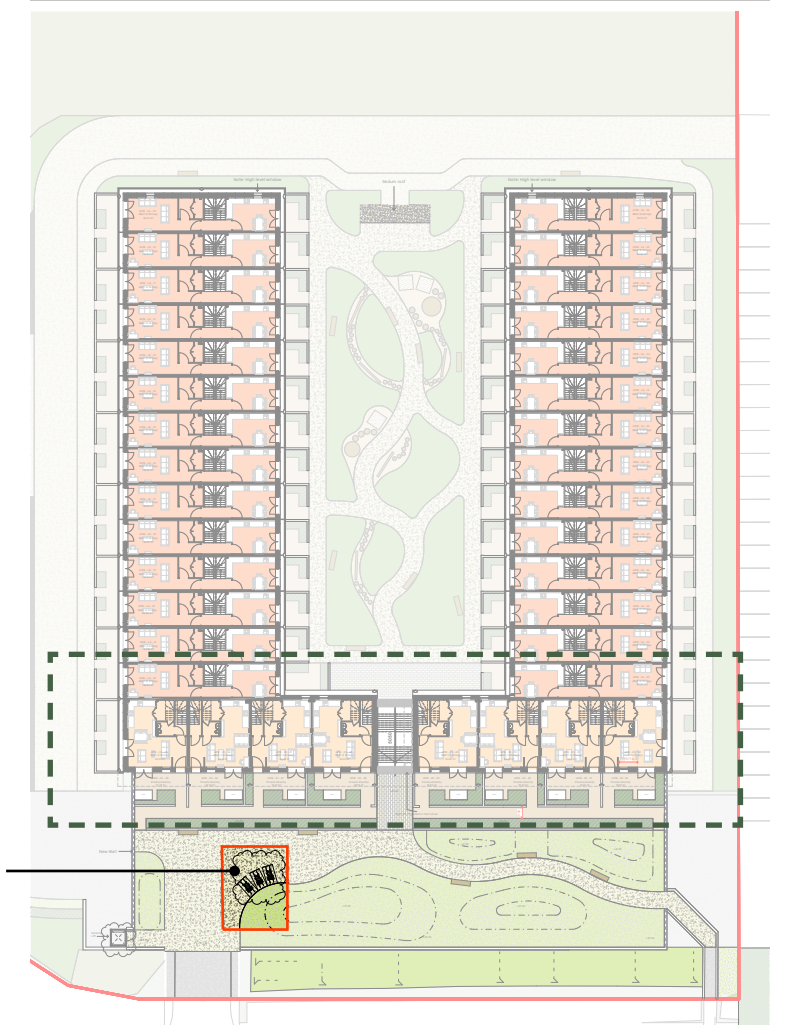
- 7 x Sheffield Stands – 14 spaces/cycles (100%)

Total Provision:

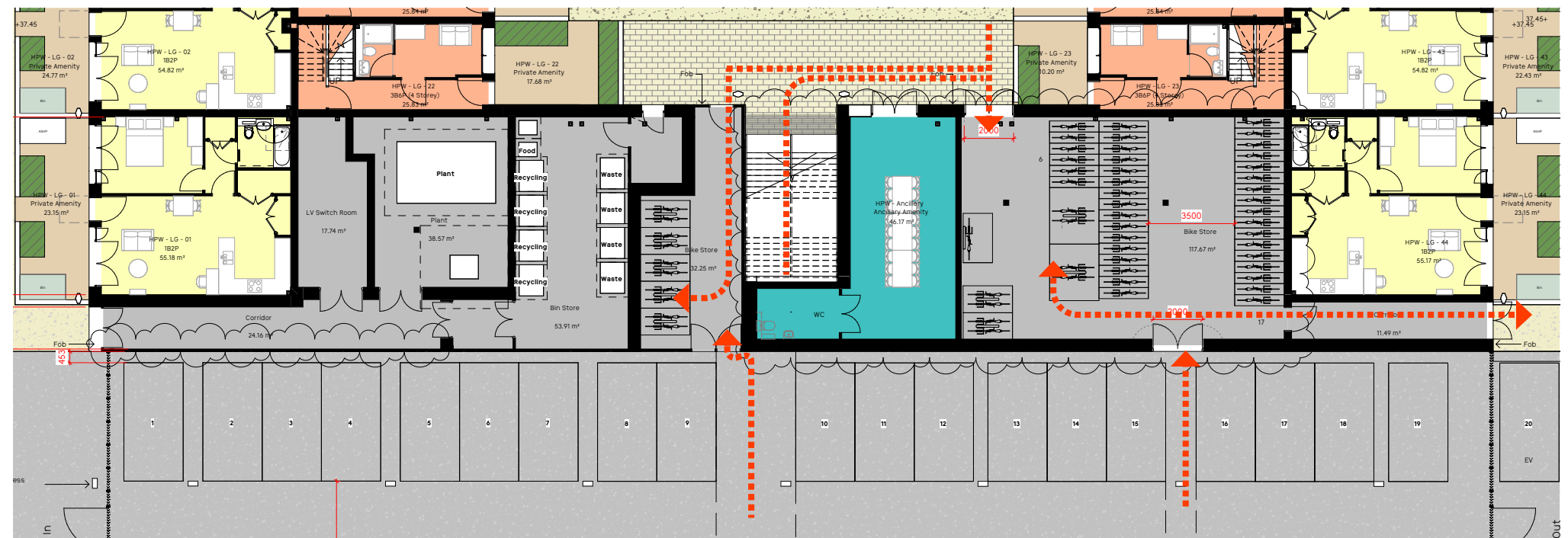
97 spaces long stay spaces
14 Visitor spaces



Lower ground floor showing routes to cycle stores and visitor stands in the landscape



Upper ground floor showing visitor cycle stand



Lower ground floor showing routes to cycle stores_zoom in

Access to cycle store or visitor cycle store

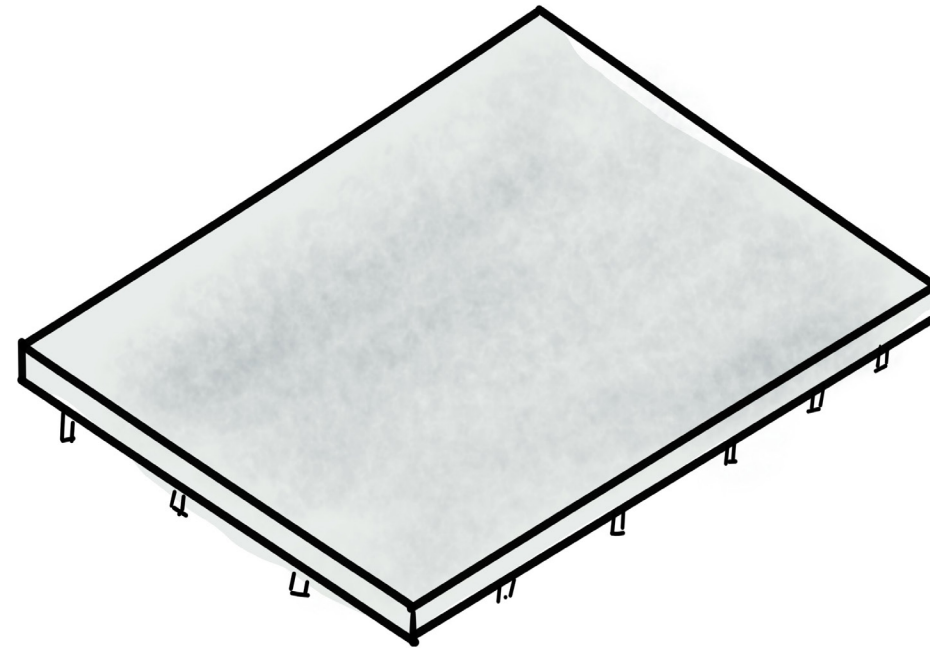


Built Volume

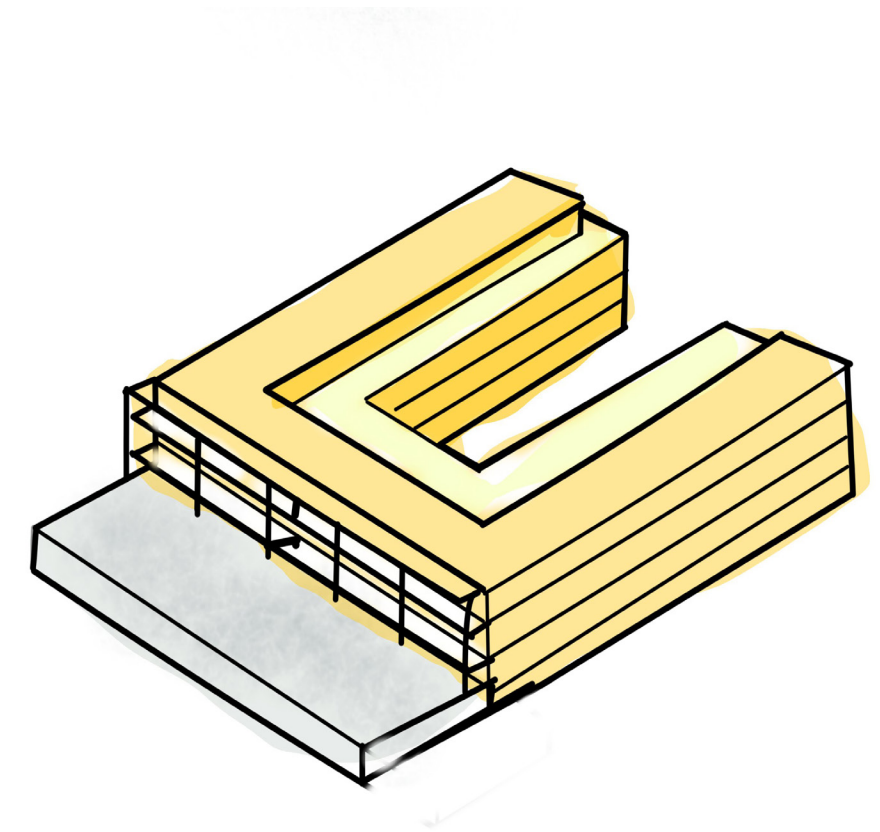
Planning Policy Query: Built Volume Comparison - Between existing carpark structure and proposals

The calculations are based on massed form of the carpark only. For the proposal it also includes all balconies as solid volume.

There is a 54% increase in volume of built mass in the proposed volume of development.



Existing volume of carpark
15,652m³



Proposed volume of development
29,208m³

